

# HISTORY

Disposition	WG-61-HI (TR-CARR)
Revised	1 Jul - 2 Sep 1945
ATTN: A. J. Smith	
Monroe H. A. T. ...	



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## SIXTY FIRST TROOP CARRIER WING

SAAFLD WARRENSBURG MISSOURI

1-JULY THRU 2-SEPTEMBER — 1945

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Clearance No. TCCB1-T-1

HISTORY  
OF  
SIXTY-FIRST TROOP CARRIER WING  
SEDALIA ARMY AIR FIELD  
WARRENSBURG, MISSOURI

1 JULY THRU 2 SEPTEMBER 1945

Prepared Under the Direction of Captain J. W. Dickens

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P R E F A C E

This historical report covers the activities of the 61st Troop Carrier Wing from 1 July to 2 September 1945 inclusive. The 61st Troop Carrier Wing (802nd AAF Base Unit) is stationed at Sedalia Army Air Field, Warrensburg, Missouri.

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**INTRODUCTION**

The 61st Troop Carrier Wing was given the opportunity to prove its efficiency and versatility during the months of July and August when it was called upon to perform a number of widely varying missions. The first of these was merely a continuation of the function of supervising the Combat Crew Training Program. The Wing received a second mission, that of functioning as the AFMCC Redeployment Implementing Team, on 20 July 1945<sup>1</sup>. This was designated as an additional function of the Wing since it still retained its responsibilities pertaining to supervision and inspection of the Combat Crew Training Stations. A third mission was received, on 18 August, when a directive from AFMCC gave the Wing operational control of the Combat Crew Training Stations<sup>2</sup>. In this directive the Wing was charged with the execution of such Troop Carrier and training projects as would be assigned to it by Command Headquarters. At this same time this headquarters was relieved of its responsibilities pertaining to supervision and inspection activities of Combat Crew Training Stations. The Wing was relieved of its responsibilities of functioning as the AFMCC Redeployment Implementing Team by Command Headquarters on 23 August 1945<sup>3</sup>.

In accomplishing its function of supervising the training at the Combat Crew Training Stations the wing staff made two (2) Supervisor visits to each of the following stations: Sedalia AAFld,

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Warrensburg, Missouri and Blytheville AAFld, Blytheville, Arkansas. One (1) supervisory visit was also made to George Field, Lawrenceville, Illinois. While acting as the APTCC Redeployment Implementing Team the Wing Commander and his Staff made one (1) supervisory visit to each of the following redeployment bases: Parfa AAFld, Parfa, Texas; Alliance AAFld, Alliance, Nebraska; and Kellogg AAFld, Battle Creek, Michigan. Upon the completion of each of these visits a formal report of the findings was left with the Base Commander to be forwarded to the Commanding General, I Troop Carrier Command. In most instances an informal report of minor discrepancies and irregularities was left for the information of the Base Commander.

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DEPARTMENTAL REPORTS

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WING COMMANDER

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Throughout the many phases of operation and varying assignments given the 61st Troop Carrier Wing during this period, the duties of Wing Commander remained under the skillful guidance of Colonel Reed S. Landis. As Wing Commander, Colonel Landis was charged with the supervision of the training of Combat Crews at the four Combat Crew Training Stations. In accomplishing this job, Colonel Landis, assisted the Commanding General, I Troop Carrier Command, in "insuring that the training program prescribed by higher headquarters was being satisfactorily and efficiently carried out; in improving and standardizing the base units activities; in inspecting and supervising execution of directives, policies, orders and instructions of higher headquarters; bringing to attention of Base Commanders matters requiring corrective action; preparing tentative plans for improvement of the training program; accomplishing a semi-annual inspection of each installation under jurisdiction of the 61st Troop Carrier Wing; and assisting in the accomplishment of Command Special Projects."

When the Wing was given the assignment of APTCC "Redeployment Implementing Team" it became Colonel Landis' responsibilities; to achieve high standards for the units to be redeployed; to expedite, supervise and assist on matters pertaining to administration, organization, personnel, maintenance and training; to determine and informally report as to the adequacy, character and progress of training and the tactical proficiency of units to be redeployed, as augmented and assisted by the Base Director of

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Operations and Training and his staff who would serve as a sub-  
section of the Wing through the Base Commander."<sup>5</sup>

With the assignment of the project "Wonderful" to the 61st Troop Carrier Wing it became the Wing Commanders responsibility to organize and operate a vast army "special charter service" ready to go to any section of the continental United States at any time of the day. This project involved the transporting of some 30,000 troops of the Continental Air Force in a very short period of time. The many problems of control, safety, maintenance, and scheduling had to be worked out and the efficient manner in which this was accomplished is evidenced by the successful completion of the project and by a letter of commendation from Major General Williams, Commanding General, 1 Troop Carrier Command.<sup>6</sup>

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DIRECTOR  
OF  
PERSONNEL AND ADMINISTRATION

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The Personnel and Administration section continued along very similar lines to those it has been following for the past several months, with Lieutenant Colonel William A. Allen remaining as the Director of this section.

#### Personnel Changes

The following is a list of officers and enlisted personnel assigned to this headquarters as of 1 July 1945.

Colonel Reed A. Lendis	Wing Commander
Colonel Allman T. Culbertson	Director of Operations and Training
Lt Colonel Charles A. Scott	Director of Supply and Maintenance
Lt Colonel William A. Allen	Director of Personnel and Administration
Lt Colonel Howard M. Betts	Executive Officer
Lt Colonel Charles F. Franklin	Supervisor of Flying Training
Lt Colonel Joseph M. House	Supervisor of Maintenance
Major Otis P. Stephens	Asst Supervisor of Flying Training
Captain Joseph H. Morgan	Supervisor of Glider Training
Captain John W. Dickens	Supervisor of Military Training
*Captain Leroy H. Sellen	Supervisor of Communication Training
CWO Albert E. Arnold	Adjutant
WOJG Bernard P. Roy	Asst Supervisor of Personnel and Administration
T/Sgt Mitchell A. Pezieska	
T/Sgt Oliver W. Coudy	
T/Sgt Charles A. Salisbury	
*T/Sgt Kenneth E. Howell	
S/Sgt Tennessee L. Gurn	
S/Sgt Richard W. Lesiewicz	
S/Sgt Donald M. Peterson	
Sgt Robert M. Perkins	

\*Indicates officer and enlisted men attached and assigned 802nd AAF Base Unit.

Changes in personnel during the period 1 July 1945 to 2 September 1945 were as follows: Lt Colonel Joseph M. House, Supervisor of Maintenance was transferred to Detachment of Patients,

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7  
Ft. Leonard Wood, Missouri, for physical re-evaluation.  
Technical Sergeant Edward Veder, Airplane Mechanic and Gunner,  
reported to this headquarters from 78th Flying Training Wing  
and San Antonio Aviation Cadet Center, San Antonio, Texas and  
8  
was transferred to 513th AAF Base Unit. Lieutenant Robert H.  
Irwin having reported to this headquarters on 23 July from Foster  
Field, Victoria, Texas was assigned as administrative officer in  
9  
the Supply and Maintenance Section. Captain Brandt McIntyre  
reported to this headquarters from Deer Field, Ft. Wayne, Indiana  
and was assigned as Aircraft Engineering Officer in the Supply and  
10  
Maintenance Section. Sergeant Jerome A. Toroney, (2756) reported  
to this Headquarters from George Field, Lawrenceville, Illinois  
11  
on 5 August 1945. Major Colin E. Campbell reported to this head-  
quarters on 7 August from Sedalia Army Air Field and was assigned  
12  
as Wing Communication Officer. Lt Colonel Harold E. Tillman  
reported to this headquarters on 20 August from Stout Field,  
Indianapolis, Indiana and was assigned to duty with the Operations  
13  
and Training Section as Control Officer. Captain Leroy H.  
Sellen was transferred to Headquarters and Headquarters Squadron,  
9th Troop Carrier Command, Stout Field, Indianapolis, Indiana on  
14  
23 August 1945. Major Colin E. Campbell transferred to Separ-  
ation Center Fort Devens, Massachusetts for separation from the  
15  
service on 24 August 1945. Warrant Officer Bernard E. Key  
transferred to Headquarters and Headquarters Squadron 9th Troop  
Carrier Command, Stout Field, Indianapolis, Indiana on 24  
16  
August 1945. Staff Sergeant Richard E. Lesiewicz transferred to  
Separation Center Fort Sheridan, Illinois on 24 August 1945.<sup>17</sup>

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Sergeant Jerome K. Boroney transferred to Separation Center, Fort  
18  
Leavenworth, Kansas on 24 August 1945. Staff Sergeants John E.  
Aoder and Robert H. Doucette, radio operators reported to this  
headquarters from Bergstrom Field, Austin, Texas on 30 August  
19  
1945.

Supervisory Visits to Combat Crew Training Stations.

During the month of July supervisory visits were made to the  
Combat Crew Training Stations, and in general no discrepancies  
or irregularities of a major nature were found, however, some  
difficulty was encountered in that student personnel were arriv-  
ing late at the Training Stations and in some instances the Train-  
ing Command was not able to fill the entire shipment of personnel  
to start Phase I of Combat Crew Training. These shortages were  
filled by transfers within the Command which enabled each station  
to start July Phase I classes.

The first supervisory visit of the 809th AIF Base Unit,  
Wrightsville Army Air Field since its activation was made on 16-17  
20  
July and the following recommendations were made to the station:

a. Recommended that present plans for establishing adminis-  
trative processing within one building be expedited. This process-  
ing should be accomplished on all incoming and outgoing personnel.  
Also recommended that Unit B personnel be housed within the  
central processing building to save time and personnel.

b. Recommended that an SD be established by means of a  
base memorandum where by all processing (incoming and outgoing)  
would be accomplished on permanent party personnel and attached  
unassigned personnel. All departments concerned, such as school

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Secretary, Personnel, Medical, Military Training, etc., in processing should be coordinated in establishing a sound procedure.

c. Recommended that present plans for marching student officers to classes receive serious consideration before being placed into effect. It is considered that this station has as much of a problem in teaching the student officers the responsibility of being an Army Officer as it has in training them to be pilots, therefore they should be treated as officers and disciplined on an individual basis, when necessary.

d. Recommended that in the future more preparations be made before mess halls are opened. The consolidated mess No. 2 (Combat Crews) which opened 17 July was not in condition for the preparation of the first meal. Recommend that facilities immediately be established to collect and account for enlisted personnel eating in messes who are on separate rations.

The following recommendations were made to AFMCC:

a. Recommended that immediate action be taken to procure personnel for combat crew training. This station has no notification of arrival of any personnel for training.

b. Recommended that action be taken to stop the shipment of enlisted personnel in critical surplus MOS category and with points above the critical score on their Adjusted Service Ratings to this station. Personnel in this category are arriving from stations outside of AFMCC, and upon arrival are immediately looking for a discharge which is a serious handicap to the morale and efficiency of the organization.

A regular supervisory visit of the AFMCC Base Unit.

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Sedalia AAFld on 9 and 10 August revealed no discrepancies of a major nature by this department; however, the following recommendations were made to the station:

a. Recommended that a SOP be established on the station which would expedite the handling of disciplinary action under the 104th Article of War pertaining to student officers. This SOP should be established so that a minimum amount of delay occurs between the time of the committed offense and the dispensing of the punishment to insure a maximum effect of military justice.

b. Recommended that the station establish a procedure whereby enlisted personnel in Squadron T-1, not undergoing training would be properly utilized within their primary MOS or allied MOS. At the present time there were 42 enlisted personnel in this category, 30 of which are awaiting training, and 12 of which have completed training, who are being utilized only in squadron details.

c. Recommended that the outbound processing of Combat Crew enlisted personnel include representatives from AAF Supply, Tech Supply, Communication Maintenance and Glider Maintenance Supply within the processing line to expedite clearance of enlisted personnel. It is understood that the above representatives are in the processing line for the processing of outbound combat crew officer personnel but not for enlisted personnel which necessitates the enlisted personnel to obtain their own clearance from the sections listed above.

The following recommendations were made to APTCC.

a. Recommended that a procedure be established by APTCC whereby recommended action under the 104th article of War

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pertaining to officers handled by the Commanding General may be expedited with a minimum delay. As a suggestion, it is recommended that when the Base Commander determines, after thorough investigation, that one of his officers should receive punishment under the 104th Article of War by the Commanding General, that he immediately contacted the Commanding General of AFMCC or his representative for an appointment. The Base Commander should be held responsible for the proper preparation of the papers, then dispense the subject officer being considered for punishment, with papers, to Headquarters AFMCC to appear before the Commanding General at the previously appointed time. In this connection, if the Commanding General then decides that the subject officer has not committed an offense serious enough to warrant punishment under the 104th Article of War the subject officer could be returned to proper station without action, however, if it was decided by the Commanding General that the offense committed does warrant punishment under the 104th Article of War the action could be accomplished without delay, before the subject officer returns. In the opinion of the undersigned this would eliminate the long delay presently required in the clearing of all papers in handling of cases under the 104th Article of War and the expedience with which it could be handled would affect better military justice.

#### Wing Mission to Include Redeployment Stations

The Wing received an additional mission on 20 July when it was named as the AFMCC "Redeployment Implementing Team". The new functions of the Wing were:

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- a. To aid the Base Commanding Officer to fulfill his responsibilities.
- b. To achieve high standards for units to be redeployed.
- c. To expedite, supervise and assist on matters pertaining to administration, organization, personnel, maintenance and training.
- d. To determine and informally report as to the adequacy, character and progress of training and the tactical proficiency of units to be redeployed, as augmented and assisted by the Base Director of Operations and Training and his staff who will serve as a sub-section of the Wing through the Base Command.

The following installations were designated as redeployment stations and placed under the supervisory jurisdiction of the Wing:

Alliance Army Air Field, Alliance, Nebraska  
Marfa Army Air Field, Marfa Texas  
Malden Army Air Field, Malden, Missouri  
Kellogg Army Air Field, Battle Creek, Michigan

Supervisory Visits to Redeployment Stations.

Acting in its capacity as Redeployment Implementing Team the Wing made the first supervisory visit of a Redeployment Station, Alliance Army Air Field, on 19 and 20 July. In making the visit to Alliance AAFld, the following recommendations were made.

To the station:

- a. Recommended that if the housing survey of military dependents indicates anticipated acute shortage that serious consideration be given to requesting authority to house military dependents in the surplus military housing available on the station and to provide messing facilities through the medium of a post mess.

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b. Recommended that a guide be prepared in the form of a standard operating procedure to be given to incoming units as a part of their welcome and orientation to the station. This SOP should include areas to be occupied, messing and housing accommodations on and off the station, administrative procedures, recreation equipment for incoming redeployment units. Requisitions have not been made for this equipment, by the station, to this date.

d. Recommended that complete followup be made on all requests and requisitions made for funds, day room equipment, special service equipment, officers club and non-commissioned officers club furniture.

The following recommendations were made to ABTCC.

a. Recommended that immediate steps be taken to assist the station in procuring funds and equipment mentioned in "d" above.

b. Recommended that in future manning of stations a cadre of key personnel be selected to assist the station in its initial stages of activation. This cadre personnel should arrive in sufficient time to be able to establish themselves before the bulk of personnel arrives.

c. The following personnel are critically needed in departments as listed to enable the station to accomplish its mission. Recommend that immediate action be taken to procure qualified personnel to fill these vacancies.

ADJUTANTS' SECTION

1-502 Base Sgt Major

1-405 Special Orders Clerk

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1-055 Central Files Clerk

FINANCE OFFICE

1-622 Finance Clerk (Commercial Accts)

STATISTICAL CONTROL

1-502 Statistical Clerk

POSTAL SECTION

1-502 Administrative Specialist (Postal Clerk)

OFFICERS' MESS

1-017 Baker

1-037 Butcher

1-502 Administrative specialist

1-824 Mess sergeant

4-060 Cooks

6-590 Duty Soldier

INSPECTION CONTROL

1-7536 Tech Inspector

1-502 Administrative Specialist (Adm Insp)

1-750 Airplane Maintenance Tech (Tech Insp)

MILITARY PERSONNEL SECTION

1-405 Clerk Typist (Payroll Clerk)

1-405 Clerk Typist (Service Record)

1-055 Clerk Non-Typist (Morning Reports)

STATION SECURITY DIVISION

12-677 Military Policemen

10-522 Guard Patrolmen

STATION OPERATIONS

1-791 Operations Specialist

GROUND & TECHNICAL TRAINING SECTION

1-2548 Training Aids Officer

1-970 Synthetic Training Operator Instructor

MILITARY TRAINING

1-2520 Training Officer

LAUNDRY DIVISION

1-4830 Laundry Officer  
1-102 Laundry Technician  
1-104 Laundry Mechanic

CLOTHING & MISC EQUIP SHOP

1-204 Shoe Repairman  
1-234 Tailor

WAREHOUSING DIVISION

1-815 Ordnance Supply Technician

PRODUCTION CONTROL

1-4823 Engineering Officer  
1-502 Administrative Specialist

AIRCRAFT MAINTENANCE SECTION

1-4823 Engineering Officer

d. With previous experience in obtaining civilian personnel at this station it is recommended that authority be granted the station to substitute military personnel for civilian personnel where absolutely necessary. This action should be completed as soon as possible before the back log of work becomes too great to overcome, particularly in the airplane shops. Technical civilian personnel are not available within this area to fill authorizations.

The second supervisory visit of a redeployment station was made of Kellogg AAFld, Battle Creek, Michigan on 24 and 25 July 1945.

The following recommendations were made to the station:

a. Recommended that complete and continuous follow up be made on all requisitions for day room, service club, athletic and recreation equipment, special service equipment and funds which have been submitted.

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b. Recommend that immediate action be taken to accomplish necessary statements to request authority to raise in hiring rates for civilian personnel in ungraded positions. This station was advised by Captain Adams, APT C, on 10 July 1945 to accomplish above work in accordance with AAF Reg 40-7 and to date no action has been taken.

c. Recommended that a guide be prepared in the form of a standard operating procedure to be given to incoming units as a part of their welcome and orientation to the station. This SOP should include areas to be occupied, messing and housing accommodations on and off the station, administrative procedures, recreation facilities on and off the station, base regulations, etc.

d. Recommended that the Base Commander personally appeal to the local authorities in the nearby communities in organizing committees to canvas their respective locality in an effort to obtain housing facilities for dependents of military personnel during the redeployment period. It is with this aggressiveness that additional housing may be secured as there already exists an acute shortage of housing.

The following recommendations were made to ARTCC:

a. Recommended that aid be given to the station in procuring sufficient trailers, for the station in taking care of dependents of military personnel, from Willow Run and other available sources.

b. Recommended that action be taken to insure the prompt arrival of personnel being transferred to this station. The

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post exchange officer transferred to this station from Harfe AAFld, Harfe Texas has not arrived on this station at this date. Capt Hensley, AFTCC, Post Exchange Liaison Officer has opened the Kellogg Exchange in his usual efficient manner and is deserving of commendation for the job.

Acting in the capacity of Redeployment Implementing Team this Section made its first visit to Harfe Army Air Field, Harfe, Texas on 3 August 1945 and the following recommendations were made to the station:

a. Recommended that a guide be prepared in the form of a standard operation procedure to be given to incoming units as a part of their welcome and orientation to the station. This SOP should include areas to be occupied, messing and housing accommodations on and off the station, administrative procedures, recreation facilities on and off the station, base regulations, etc.

b. Recommended that complete follow up be made in obtaining funds, special service equipment, and day room equipment for redeployed units.

The following recommendations were made to AFTCC:

a. Recommended that authority be given the station to substitute civilian personnel for military personnel and vice versa in specific SEN's when one or the other are not available. A specific request will be forwarded by the station within a few days to substitute civilian clerical personnel which is available for clerical military personnel which is short. Also a request will be made to substitute military personnel for non-available

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technical civilian personnel authorized in the airplane shops.

b. Recommended that specific instructions be issued the station concerning the obtaining of funds and special service equipment for redeployed units.

c. Recommended that immediate action be taken on the transfer of Fort D.A. Russell to this station in order to secure civilian personnel and equipment presently on the post. Some special service equipment presently on the post is presently being packed for shipment which is vital to the operation of the post when this station assumes control.

#### Visit to Baer Field

On 23 and 24 July this section along with the rest of the Wing Staff visited Baer Field, Fort Wayne, Indiana, which had been designated by APTCC as the Central Assembly Station for Troop Carrier Redeployed Units. During this visit the Personnel and Administration Section secured complete administrative processing check lists and distributed these to each of the Operational Training Stations in an effort to give the stations some idea of the condition of administrative records within the units which would arrive on their station for redeployment.

#### Wing Receives New Mission

On the 18th of August 1945, this Headquarters received a directive from Headquarters APTCC concerning the new Wing mission, which relieved this Headquarters of its responsibilities pertaining to supervision and inspection activities of Combat Crew Training Stations. The new mission was designated as operational control of Combat Crew Training Stations with complete command

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jurisdiction of operations and only command jurisdiction ~~over~~  
over personnel, supplies, etc, as far as it concerned operation-  
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al activities.

The following day, 19 August, the four Combat Crew Training Station Commanders and their staff were called to a meeting at this Headquarters in which the New Wing Mission was explained and action taken to establish proper control for the Project Wonderful which had been assigned to this Headquarters.

Since the new directive concerning the new Wing Mission had not clarified the Wing's status concerning its responsibilities as a Redeployment Implementing Team, a letter was written from this Headquarters to Command on 21 August to clarify Wing's status. A reply was received by 1st Indorsement, dated 29 August, which relieved the Wing of all its responsibility of functioning as the "AFCC Redeployment Implementing Team."

#### Personnel Problems Caused by Demobilization

The Demobilization Directives up to this time had been quite clear and concise, but after the surrender of Japan confusion seemed to grow by leaps and bounds being complicated by changing directives and interpretation of directives by stations doing the actual separating procedures.

a. A directive received concerning the discharge of practically all rated officer personnel in Categories D and E was complicated further on some of the Troop Carrier Stations by the Station putting liberal interpretation on all officers request to change his desire to remain in the Service. Most of these changes were made by the officers making a statement on 12 May they had

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signed up only to stay in until Japan had surrendered they wanted to change their mind, thus putting them in Category D or E and making them eligible for discharge. The flood of these requests was increased many fold when it was heard that Combat Crew Training was to be started again.

This Headquarters was given a crew commitment to be met which was 114 crews by 30 September, 114 crews by 31 October and 67 crews by 30 November. Immediate action was taken by this Headquarters to survey the total personnel which would be available for this commitment on each station, however, number of available personnel changed hourly. This was caused by personnel being allowed to change their mind. The first survey indicated that sufficient personnel ~~were~~ <sup>was</sup> available after considerable transfer between stations to make up deficiencies, however definite planning was almost out of the picture until this Headquarters notified each station to enforce a rigid policy as laid down by APTCC in that no man could change his desire unless it was a case of emergency or unusual circumstances and then military necessity was to be the primary consideration. This was later confirmed by a FAX from CAF through APTCC, which stated that personnel could not change their desire under any circumstance.

#### Visit to Fairchild Aircraft Factory

The Commanding General, APTCC, verbally directed the Wing Commander and his staff to visit the Fairchild Aircraft Factory, Hagerstown, Maryland, to observe as well as discuss Operational and Maintenance problems which would confront the CCTS stations when the C-82 airplane became available for training. Mr. Ingotti,

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Personnel Manager at the Fairchild Factory, informed Lt Colonel Allen that the plant was having difficulty in hiring individuals with airplane experience. Colonel Landis suggested that a possible source of experienced personnel might come from a screening of overseas returnees who were being sent to separation centers from Saer Field. The reservation was made that Command Headquarters would first have to approve the suggestion. The main purpose of this scheme was to screen all personnel with airplane experience being sent to a separation center and advise them of the availability of a job at the Fairchild Factory at the time of their discharge. Lt Colonel Allen, upon his return to the Wing called Command Headquarters to determine if this plan would be agreeable to all concerned. Major Switzer, of Command A-1 Section began an investigation of this matter. Later a ruling was received from Washington which definitely stated that no such arrangement could be made as it would defeat the present plan of processing individuals eligible for discharge, in which a personnel consultant advises the individual of the opportunities of securing a position in several factories, and not one particular factory. This information was relayed to Mr. Ingotti.

#### Personnel on Attached Unassigned Status

An item which caused considerable confusion among personnel during this period was the placing of enlisted and officer personnel in an attached unassigned status to earmark this subject personnel for redeployment. There was a considerable drop in efficiency on the four Combat Crew Stations due primarily to the fact that the subject personnel had lost their desire to proper-

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ly accomplish their job assignment since they knew that they would soon be leaving. More confusion was added to the already cloudy situation when enlisted men were first told that they could have furloughs and then later told that they could not have a furlough at that time. Naturally this caused an even greater loss of efficiency. It is suggested that in the future, if personnel in large quantities are to be pulled out, that the order merely be sent to move the people rather than placing people on an attached unassigned status. This would cause a considerable decrease in administrative paper work in transferring personnel and eliminate a tendency for personnel to lose interest in their jobs and remain idle for long periods of time.

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DIRECTOR  
OF  
OPERATIONS AND TRAINING

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The Operations and Training Section continued to operate along lines very similar to those it had followed for the past several months. Supervisory visits were made to the Combat Crew Stations along with the rest of the Wing Staff and reports submitted upon the conclusion of each visits. Colonel Allman T. Culbertson remained as the Director of this Section during the entire period.

#### Central Instructors School

The Operations and Training Staff continued to watch closely the development and operation of the Central Instructor's School located at Sedalia AAFld. The opening of the school was delayed for a full week due to the instructors failing to arrive on time and also to the students arriving late. However, the school did begin operating on 16 July. This section assisted in the scheduling of both ground and flying training to the extent of rewriting a major portion of the schedules. Aid was also given in establishing courses, particularly in preparing the subject matter for the five (5) hours of instruction given on "Instruction Technique." The procurement of engineering and communication mock-ups and other training aids was expedited by action on the part of personnel from this section. These activities were in response to requests by personnel from CIS and also to AFTCC's desires regarding close supervision of this activity by this headquarters. The many hours of work spent on this activity were well rewarded by the enthusiastic approval given the school by the first graduating class. The consensus of opinion regarding the school was that it had been badly

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needed for at least a year and a half before it was started.

This Headquarters firmly believes, based upon experiences with this school and with Combat Crew Training over an eighteen month period, that it would be a drastic mistake to get into a situation of conducting an operation similar to combat crew training at any time in the future without also conducting a centralized school for instructor training.

#### Instrument Hood

This section continued work on this project in an effort to develop a suitable instrument hood. Numerous tests were conducted using orange and blue celluloid lumarith. The orange lumarith was used to cover all of the windshield and window space in the cockpit. The contrasting blue lumarith was used in the goggles. This allowed the instructor to see out of the cockpit without difficulty while restricting the student to vision within the cockpit. These tests were so successful that sample hoods were constructed and submitted to Command for their future evaluation. Pilots from Command were well pleased with this hood and contacted ATSC in an effort to get this material released to the stations in order that hoods might be constructed for all airplanes. A letter from ATSC indicated that the materials for these hoods had been standardized but could not be released at the present time.

#### Visits to Combat Crew Training Stations

During July and August this section participated in the regular supervisory visits to the Combat Crew Training Stations.

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In each of the visits recommendations were made by the Wing Staff to the station and to higher headquarters as to how they might improve their operation. On the visit to George Field on 26 and 27 July the following are some of the recommendations made:

To the station:

- a. That personnel in charge of Pilots' ground school provide more active aid to instructors in planning courses and in writing such course planning into lesson plans. Such aid was supposedly to be provided after the last Wing visit but has, as yet, been meager.
- b. That the maintenance level be raised to provide a minimum of 502 training hours per day. This will allow 352 hours for phase training, 90 for Standardization of instructors training, and 60 hours permanent party training.
- c. That cruising rpm for local flying in the C-46 be reduced to 1800 rpm to conserve engines and fuel.
- d. That proper execution of Forms 1 be restressed to all Pilots and crew chiefs, to include AFSCC Memo 60-21 entries.

To higher Authority:

- a. That the need for immediate conversion of portable SCS 51 sets to fixed installations at all CCT Stations be re-emphasized to AFSCC. The Glide Path transmitter at this field is presently inoperative due to a breakdown caused by overheating.

Upon the completion of the supervisory visit to Sedalia  
AAFld on 9 and 10 August the following recommendations were made:

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To the Station:

a. That more effort be devoted to compliance with existing directives, particularly on the part of supervisory personnel who should set example; and that section heads be supported by their supervisors in securing adequate cooperation from senior officers.

b. That special effort be made to brief all instructors and students in conforming to local flying regulations, especially in regard to keeping traffic within tower control zone at all times.

c. That Control Tower operators be instructed to require pilots, who do not stay within control zone and conform to traffic patter, yield their landing priority to those who do.

To higher authority:

a. That AFTCC assign call signs and approve hours of operation for VHF B/F station as requested in letter from Base communications Officer, dated 18 July 1945.

b. That action be taken to authorize use of self starting power units as standby power source for A/C radio stations. Upon the completion of the first supervisory visits to Blytheville AAFld, on 16 and 17 July the following recommendations were made:

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To the Station:

a. That an engineering officer from the maintenance section be immediately assigned to the Crew Chief Training Section to assist in its organization.

b. That officers of limited Combat Crew Training Station experience, such as OIC of Crew Chief Training, the Training Aids Officer and the Unit Records Officer, be provided the opportunity of visiting Sedalia AAFld of another COTS in operation, for the purpose of seeing such operations first hand, and for securing

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specific information from their "opposite numbers."

c. That the installation of Liaison Trainers be completed as soon as possible to facilitate adequate checking before use.

d. That the parking ramp be marked and patrolled to maintain parking discipline as an accident prevention measure.

e. That emphasis be placed on the calibrating of localizers and glider path receivers on each 100 hours inspection, even though the SCS-51 equipment is not yet installed, so that landings can be made elsewhere on the glide path.

To higher Authority:

a. That a suitable auxiliary field be assigned to Blytheville AAFld as soon as practicable, preferably Walnut Ridge. In the meantime it is suggested that a clearance be given to use Malden for this purpose.

b. That assistance be given in securing longer range coverage of hourly weather sequences.

Visits to Redeployment Stations:

When the Wing, acting in the capacity of the AFTCC Redeployment Implementing Team, visited Alliance AAFld, Alliance, Nebraska the following recommendations were made.

To the Station:

a. That the Director of Operations and Training visit the Sedalia CCFS to familiarize himself with the facilities thereon and the procedures followed owing to his lack of experience on a station staff. He should study the recording and reporting system in use so that modifications may be made to adapt those systems to the Alliance scheme, and the training aids in use at Sedalia

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should be examined to orientate Training Aids personnel (when available) in their job of furnishing training equipment.

b. That a visit be made to Baer Field, when personnel become available, to obtain information on the extent of screening being conducted there, and to obtain an estimate of the training load on the unit to be redeployed to this station.

c. That a suitable local flying area be established immediately.

d. That a Flight Records Section be established and made functional immediately.

e. That five (5) sets of pertinent AAF, CAF and AFMCC regulations memoranda, letters and directives be compiled and annotated; and turned over to Group and Squadron Operations Officers upon arrival to enable them to orient themselves in a minimum amount of time.

f. That adequate ballast be prepared to provide maximum loading for takeoff and landing practice required by AAF Letter 50-125.

g. That a parking plan be prepared, and if practicable, outlined with paint on the parking ramp.

To Higher Authority:

a. That specific training directives be furnished this station by the time the tactical unit arrives, supplemented by an additional mock-ups that can be made available.

b. That a Mobile Training Unit be supplied the station by the time the tactical unit arrives, supplemented mock-ups that can be made available. Upon the completion of the visit to Kelloeg AAFld  
29  
the following recommendations were made.

<sup>29</sup>  
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To the Station:

a. That personnel from the Operations and Training Section visit George Field for two essential purposes: to observe the functioning of the training aids section on an operating Troop Carrier Base, and to adapt the reporting and recording system on that base to the future situation at Kellogg.

b. That personnel from the station be dispatched to Baer Field during the processing of the 435th Group to accomplish necessary screening processing of personnel in training matters.

It is felt that these activities can be accomplished most easily during the administrative processing at Baer Field.

c. That sufficient Information Files (Pilot, Navigator, and Radio Operator) and Pilot Manuals (C-46, C-47) be requisitioned to supply all personnel lacking them upon arrival.

d. That a local flying area be established immediately.

e. That the use of an Airdrome Officer be dispensed with until flying activities assume major proportions, owing to interferences with other activities, and the presence of two operations officers.

f. That numerous outdoor athletic facilities such as volleyball courts, softball and baseball diamonds be provided in both areas and that this work be started as soon as possible.

g. That arrangements be made to provide swimming facilities in some of the nearby lakes. Transportation should be provided to carry personnel back and forth.

Recommendations to Higher Authority:

a. That shipping orders for equipment marked "equipment

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must be serviceable and complete" rather than "Equipment must be completely serviceable". This is necessary since some equipment received at Aelling arrived serviceable but was not complete with cords and plugs.

b. That the Personnel Equipment and Training Aids Officers be assigned as soon as possible in order to make necessary arrangements for training that will be required for the tactical units.

#### Baer Field Visit

A visit to Baer Field on 24 July revealed that although that station was planning on a complete administrative processing of personnel no plans had been made to screen the personnel as to their status of training. It was felt that while the people were at Baer Field was the most opportune time to also determine the status of their prior training. With this in mind the operations and training section spent a week in preparing suitable tests for the conduct of such screening at the same time as the administrative processing was to occur at Baer Field. However with the coming of V-J Day this plan was discarded.

#### Standardization of VHF Radio Channels

The necessity of standardizing VHF radio channels and frequencies throughout the entire Troop Carrier Command was brought out during a trip made in the Wing aircraft to South America. Upon arrival at Miami, Florida for this trip the radio operator was instructed to accomplish the switching of Channels "A" and "B" in order to conform with the general practices of the other Air Forces and Commands in the continental United States. A recommendation outlining the need for such standardization was

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forwarded to AFTCC on 7 July 1945. Approval was received from  
Command Headquarters by TMX on 20 July 1945 and the necessary  
31  
changes were immediately made.

#### Glider Flare Landing Tests

The ever present possibility of emergency glider landings during night operations has made the need for some suitable lighting aid apparent. With this in mind this headquarters conducted a series of tests to determine the practicality of employing the parachute illumination flare M9A1 fired from glider to increase visibility and thereby reduce the hazard of glider emergency night landings. After conducting several tests it was concluded that the parachute flare M9A1 fired from the tactical altitude of 400-450 feet provides sufficient illumination to enable the glider pilot to distinguish ground objects in detail and is considered a satisfactory aid in executing glider night emergency landings. It was recommended that three (3) M9A1 parachute flares with AN-M8 pyrotechnic pistol be made standard equipment on training gliders for night operations. It was further recommended that the most advantageous technique be used as follows: Fire first flare immediately on release from tow, execute 135° turn to left (first turn of standard 360° approach) and fire second flare on completion of turn, complete 360° pattern and land in lighted area using glider landing light to complete ground roll should both flares go out before glider comes to stop.

#### Project "Wonderful"

On August 18, 1945, AFTCC placed the four Combat Crew

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Training Stations of the Troop Carrier Command under the operational control of the 61st TC Wing at Sedalia AAFld, Warrensburg, Missouri, which was directed to plan and schedule air transportation for some 30,000 troops of the Continental Air Force. This was designated Project Wonderful in order to distinguish it from other similar anticipated projects. Plans were immediately begun to set up the aircraft and crews necessary for such an undertaking.

The Wing Headquarters called a meeting of all Base Commanders and Directors of Operations and Training on August 19th for the purpose of informing them of the new chain of command and of anticipated operations for the project. At this meeting the Wing Commander discussed the plans which had been made between the Continental Air Force and Troop Carrier Command, and the general procedures which would be followed in the accomplishment of this mission. A policy was established covering the following points:

- a. Safety would be the primary consideration throughout this operation.
- b. Courtesy to passengers and bases enroute would be given particular emphasis in briefing pilots.
- c. Maintenance would be accelerated to provide maximum airplane strength for peak loads.
- d. All missions would be dispatched with the understanding that all or any part of the flight might be diverted or assigned additional missions enroute, but that orders for this must come through their home base.
- e. Crews would be alerted by the bases to such an extent



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that any mission assigned could be dispatched immediately.

f. The geographical location of the bases would dictate, insofar as possible, the assignment of missions and handling of maintenance on planes away from home base to provide maximum efficiency.

g. Maximum use would be made of all parachutes within the Command and a waiver obtained from CAF for requirements above those.

h. Water and rations would be kept in all planes for the convenience of passengers, and latrines would be in working order at all times.

Orders were given for the establishment of Base Control Centers, which were to operate on a 24 hour basis and to be organized immediately.

The Wing Q&T Section appointed an officer in charge of establishing a Wing Traffic Control Center to begin operation on a 24 hour basis on 20 August 1945. The Wing Control Center was organized to provide one control officer to be on duty at all times and two men to assist him to be known as dispatchers. This required a total of nine dispatchers and four controllers, plus the senior controller. Since rapid and non-conflicting communications between Wing Control and the four bases was vital to efficient operation, telephones were set-up in such a manner as to have an individual telephone for each station and AFMCC, and one telephone for local calls. This enabled the Control Center to have an open line at all times.

The missions were called in to our flight control by AFMCC

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and were broken down and allocated to the four bases under Wing Control. This was accomplished within a minimum of delay through the use of the telephones assigned to the respective bases. A priority two (2) was authorized by CAF for telephone calls on this project.

Using its individual telephones, each base gave Wing Control their aircraft and crew status report every six hours in accordance with a prearranged schedule. This report included number of aircraft expected in readiness within the next six hours, number of crews in readiness, and number of airplanes cross-country on each mission assigned to them. This information was, upon receipt, transferred to a large status board near the Controller. A blank form on which these reports were made is attached to this report. Mission assignment to Wing Control from AFTCC usually consisted of only the mission number and project number. The project number, when decoded, gave the Controller the point of pick-up, number of personnel to be moved, and their destinations. This information was all filled in on a Mission Assignment Sheet, and by using the varying load scale to determine number of passengers per plane, the aircraft requirements were determined and entered on the sheet. Taking into consideration the number of airplanes in readiness at each base, and the geographical location of the destinations, the Controller assigned the mission to the base which could handle it most efficiently. When a mission was allocated to a base by the Wing Controller, it was immediately posted on the Mission Assignment Board, and the airplanes representing that mission

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were located on the map plotting board at the point of origin. The map board was constructed nine and a half feet by sixteen feet, covered with regional maps to make a complete map of the United States. Airplanes were plotted by wooden blocks of four colors, each color representing a different base. Each block was slotted so that a card could be fitted into it, with the number of airplanes and the mission number printed thereon. The blocks were placed on the map and moved with the progress of each mission, giving Wing Control a graphic picture of the location of all our airplanes on missions at all times. This served a twofold purpose: first, to show the location and status of aircraft; and second, to determine at a glance which airplanes could be re-routed in case of necessity. A photograph of this map board and a sample mission assignment sheet are attached to this report.

A plan for air to ground communication was coordinated with the 1st AACS Wing by this headquarters on the 21st of August. It was directed that all airplanes in flight make regular contact with the nearest AACS, in order to facilitate flight control. Pilots were required to make position reports periodically through AACS stations. It was directed by Wing Headquarters that in cases of emergency, alterations of flight plans, or lengthy delays for any reason, telephone and telegraph facilities be used by flight commanders or individual pilots to obtain further instructions from their home base.

Logs were kept in the Control Room of all telephone calls which pertained to operations. This, together with the

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Controller's Reference Folder, enabled on-coming shifts to have adequate information in writing of what had taken place during the previous shifts. The duties of both Controllers and Dispatchers were covered by SOP's, copies of which are included with this report.

The accompanying charts, Maps, Forms, and SOP's show the ~~res~~ results accomplished by the 61st TC Wing with its four bases, and the method used in accomplishing this assignment.

It may be noted from "Available plane-days not used" that with these same facilities, and in the same length of time, the 61st TC Wing could have efficiently handled more than three times the number of personnel required by Project "Wonderful". Also, examination of the "unused passenger-miles", which represent empty seats between points of pick-up and destinations, indicate that by receiving larger blocks of assignments in advance, our Controller could have moved approximately 20% more personnel with the same number of planes flying the same mileage.

#### SUPPLEMENTAL INFORMATION

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61st T. C. WING - OPERATIONAL STATISTICS ON PROJECT "WONDERFUL"

COVERING PERIOD 20 AUGUST THROUGH 5 SEPTEMBER, 1945

	<u>SEDALIA</u>	<u>BENGSTON</u>	<u>GEORGE</u>	<u>BLYTHERVILLE</u>	<u>WING TOTAL</u>
MISSIONS W-PROJECT	31	30	25	21	107
MISSIONS TCC	1	0	5	0	6
PASSENGERS W-PROJECT	3,349	3,349	2,045	2,128	10,052
PASSENGERS COURTESY	226	62	512	252	1,052
PASSENGERS TCC	109	0	769	0	878

TOTAL PASSENGERS CARRIED --- 12, 694

MILES FLOWN (W-PROJECT)	<u>SEDALIA</u> 341,850	<u>BERGSTROM</u> 313,153	<u>GEORGE</u> 268,866	<u>ELYTHVILLE</u> 233,073	<u>WING TOTAL</u> 1,156,942
MILES FLOWN (TCC MISSIONS)	3,080	0	6,970	0	10,050
PASSENGER MILES (W-PROJECT)	4,348,011	3,183,280	2,324,972	2,090,933	12,947,196
PASSENGER MILES (TCC MISSIONS)	155,870	0	527,320	0	633,190
PASSENGER MILES (COURTESY)	116,264	70,446	190,048	320,000	700,748
TOTAL PASSENGER MILES --- 13,531,164					
TOTAL PLANE DAYS AVAILABLE THIS PERIOD	989	1,111	1,076	514	3,690
PLANE DAYS USED FOR "W" PROJECT	358	251	228	140	977
PLANE DAYS USED FOR TCC MISSIONS	6	0	42	0	48
PLANE DAYS AVAILABLE NOT USED	625	860	806	374	2,665
UNUSED PASSENGER-MILES (EMPTY SEATS OVER SCHEDULED ROUTE BETWEEN PICK-UP AND DELIVERY POINT)	851,720	793,075	518,200	539,525	2,702,520
PERCENT OF ASSIGNED PLANES IN MISSION READINGS	77.6%	78.5%	75.4%	76.6%	77.0%
AIRCRAFT HOURS FLOWN THIS PERIOD:					
INSTRUMENT	81:30	121:00	81:15	55:40	339:25
FLIGHT	104:10	155:10	109:15	78:00	536:35
OTHER	1,763:35	1,523:10	1,267:35	1,123:35	5,677:55



<u>PLANE DAYS LOST:</u>	SADALIA	BERGSTROM	GEORGE	GLYNNVILLE	WING TOTAL
WEATHER	2	4	1	0	7
MECHANICAL TROUBLE	11	8	4	4	27
AWAITING PASSENGERS	3	0	2	1	6
TOTAL	16	12	7	5	40

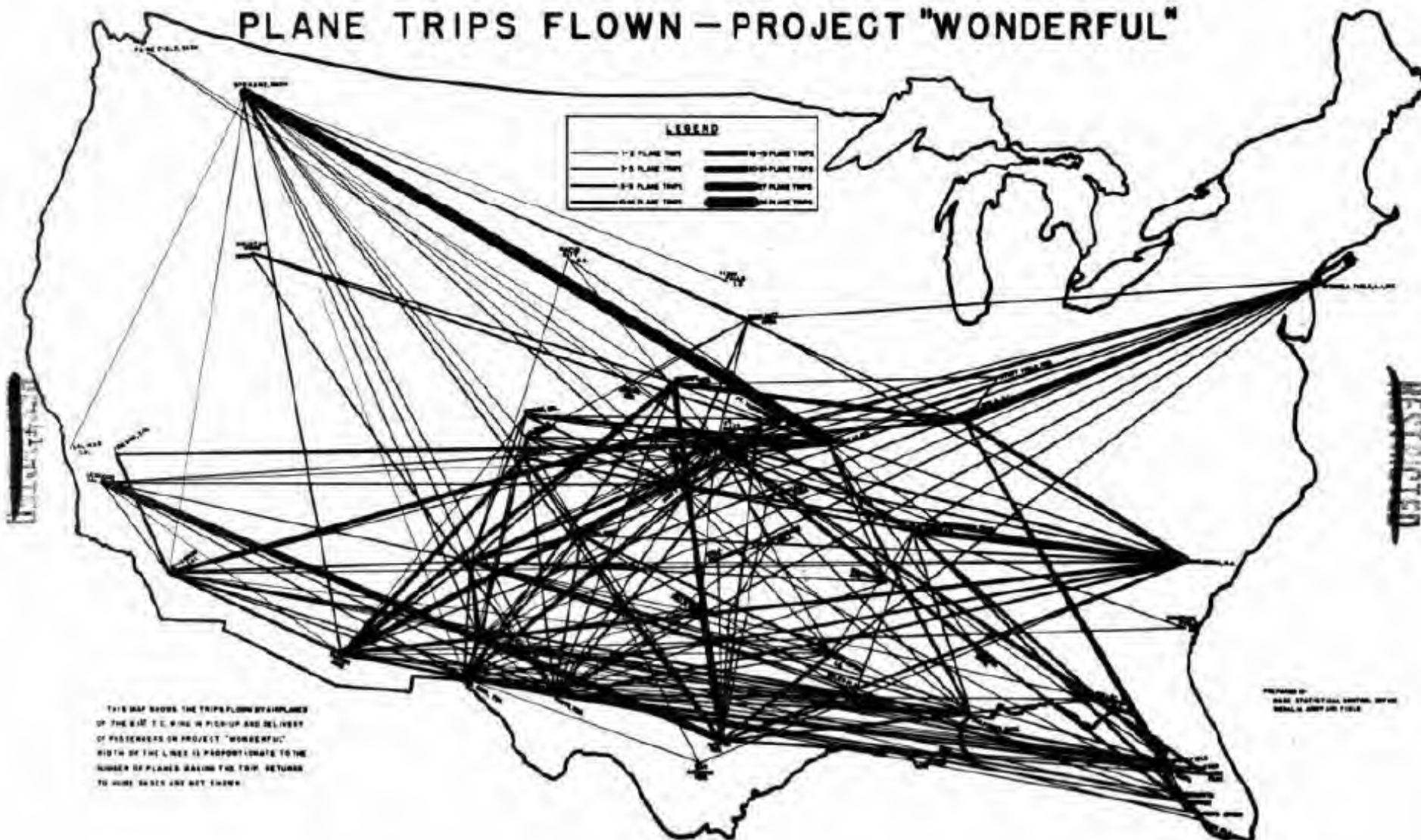
ACCIDENTS:

MAJOR ACCIDENTS	0	0	0	0	0
MINOR ACCIDENTS	0	0	0	0	0
FATALITIES	0	0	0	0	0
TOTAL	0	0	0	0	0

# PLANE TRIPS FLOWN — PROJECT "WONDERFUL"

**LEGEND**

1-2 PLANE TRIPS	10-15 PLANE TRIPS
3-5 PLANE TRIPS	16-20 PLANE TRIPS
6-8 PLANE TRIPS	21-25 PLANE TRIPS
9-10 PLANE TRIPS	26-30 PLANE TRIPS

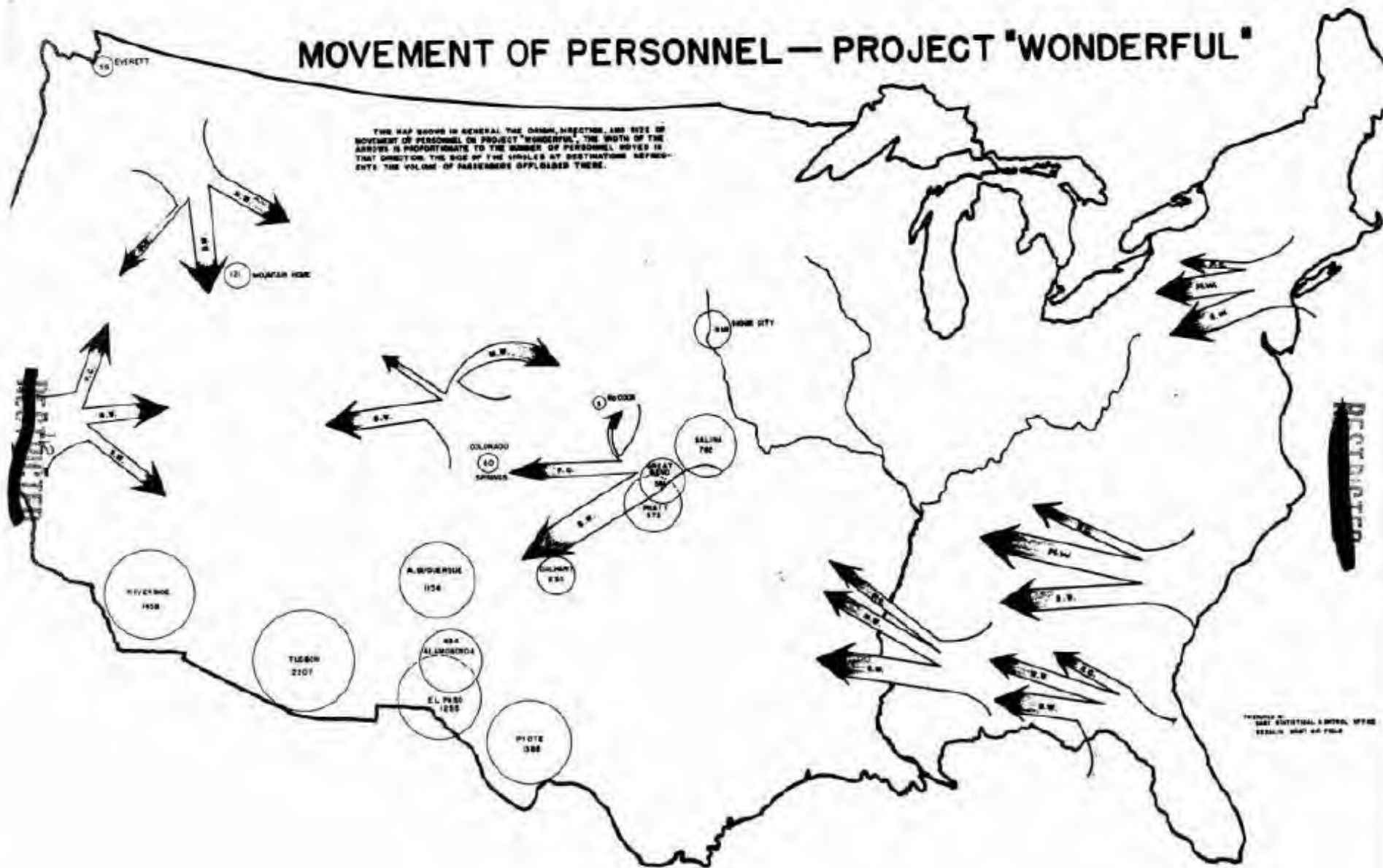


THIS MAP SHOWS THE TRIPS FLOWN BY AIRPLANE OF THE B&O T. C. WING IN PICK-UP AND DELIVERY OF PASSENGERS ON PROJECT "WONDERFUL". WIDTH OF THE LINE IS PROPORTIONATE TO THE NUMBER OF PLANE TRIPS FLOWN. RETURN TO HOME BASE AND NOT OTHER.

PREPARED BY:  
B&O STATISTICAL SECTION, B&O  
B&O AIRCRAFT DIVISION

### MOVEMENT OF PERSONNEL—PROJECT "WONDERFUL"

THE MAP SHOWS IN GENERAL THE ORIGIN, DIRECTION, AND SIZE OF MOVEMENT OF PERSONNEL ON PROJECT "WUNDERFUL". THE WIDTH OF THE ARROWS IS PROPORTIONATE TO THE NUMBER OF PERSONNEL MOVED IN THAT DIRECTION. THE SIZE OF THE CIRCLES AT DESTINATIONS REPRESENTS THE VOLUME OF PASSENGERS OFFLOADED THERE.



FORWARDED BY:  
SABT STATISTICAL & CONTROL OFFICE  
KODAKIA, KENYA

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C - 46 CFR VARYING LOAD SCALE

To afford more efficient utilization of C-46 aircraft on short-distance flights, the following varying load scale for CFR flights during operation of project "Wonderful" will be used. In no instance will safety be sacrificed.

	<u>AIR MILES</u>	<u>NO. PASSENGERS</u>	<u>FUEL LOAD</u>
LESS THAN	300	40	700 Gal.
	300 to 400	36	800 Gal.
	400 to 500	34	900 Gal.
	500 to 600	32	1000 Gal.
	600 to 700	30	1100 Gal.
	700 to 800	27	1200 Gal.
	800	25	FULL SERVICE
OVER			

BASIC DATA:

Average basic weight	31,200 lbs.
Normal Gross weight	48,000 lbs.
Full oil service	600 lbs.
Crew weight-asst. crew chief ethed.	1,000 lbs.
Baggage allowance per passenger	75 lbs.
Passenger weight including parachute	200 lbs.
Estimated gas consumption	150 gal./hour
Estimated true airspeed	

ALLOWABLE VARIATIONS:

Gross weight	400 lbs.
Air mileage	50 miles
Fuel	50 gallons

During IFR flights pilots will use fully serviced aircraft carrying not over 25 passengers. The allowable variations contained in the basic data are authorized to meet local situations as well as for planning purposes.

Wing Headquarters will use table in assigning missions when feasible.

THIS TABLE WILL BE CARRIED IN ALL PILOTS FLIGHT ENVELOPES

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61ST T S WING

STANDARD OPERATING PROCEDURE  
FOR WING CONTROLLER

1. The wing Controller on duty has the following general responsibilities:

- a. Acts as officer in charge of Control Room in absence of Senior Controller.
- b. Advises Senior Controller in matters pertaining to operations or other functions of the Control Room.
- c. Ascertains that all telephone calls pertaining to operations are recorded in the log book.
- d. Responsible for equitable assignment of missions and their control.
- e. Supervises the keeping of the aircraft location map and other records which show information required for operational control.

2. The controller performs the following specific duties:

- a. Receive mission assignments from AFMCC and enters them on a Mission Assignment Sheet.
- b. Determines following information for mission assignments:
  - (1) Mileage from pick-up point to destination.
  - (2) Fuel Load required.
  - (3) Number of passengers per plane.
  - (4) Number of airplanes required.
  - (5) Base to which mission is to be assigned.
- c. Assigns missions to bases by telephone.
- d. Gives Mission Assignment Sheet to dispatcher for proper entry on records.
- e. Takes decisions and takes necessary action on requested diversions enroute.
- f. Takes decision as to what Base will handle maintenance on planes away from home base and takes necessary action.
- g. When mission is reported complete the controller gives the required information to AFMCC. Instructs the dispatcher to remove mission from map table and make proper entry on other records.

h. Keeps controller's Reference Folder up to date, and at the end of his shift briefs the on-coming controller on any unfinished business.

### 61ST T C WING

#### STANDARD OPERATING PROCEDURE FOR WING DISPATCHERS

1. The Dispatchers on duty serve as assistants to the controller and their general responsibilities are as follows:

- a. Receive and record status reports from the Base Controllers.
- b. Enter pertinent information from the status report on the map table.
- c. Keep the airplanes out on missions properly located on the map table.
- d. Keep the Incomplete Missions board up to date.
- e. Keep the Mission Assignment Record up to date.

2. The Dispatchers have the following specific duties:

- a. Upon the assignment of each mission by the Controller the dispatcher does the following things:
  - (1) Places the mission at the point of origin on the map table.
  - (2) Enters the appropriate time and places on the Aircraft Location Change sheet.
  - (3) Enters the Mission on the Incomplete mission board.
  - (4) Enters the mission on the Mission Assignment record.
  - (5) Place number of planes on mission in committed column of Status Board and subtract from Mission Balance.
- b. Upon receipt of report that mission is complete, dispatcher takes following action:
  - (1) Removes mission from map table.
  - (2) Removes mission from missions incomplete board.
  - (3) Enters information required on mission assignment record.
  - (4) Enters necessary information on mission assignment sheet; takes this sheet out of folder and gives it to Controller for transmission to AFTCC.



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c. Checks the Location Change sheet twice daily and corrects the map table accordingly.

d. At the end of his shift briefs the on-coming Dispatcher on all unfinished business.

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Immediately upon assignment of a mission, the Base Controller sent this message to the Commanding Officer of the station originating the loads.

WC FORM 1

CO \_\_\_\_\_, ATTN: OPERATIONS OFFICER  
(Destination)  
AIRPLANES WILL ARRIVE OUR STATION \_\_\_\_\_  
(Time)  
ON PROJECT \_\_\_\_\_  
(Date) (Project Designation)  
MISSION \_\_\_\_\_ PASSENGERS WILL BE PICKED UP  
(Mission No.) (No.)  
FOR TRANSPORT TO \_\_\_\_\_ ETD \_\_\_\_\_  
(Destination) (Time) (Date)  
ARRANGE LOADS AT \_\_\_\_\_ PER AIRPLANE.  
(No. passengers)

CONTROLLER \_\_\_\_\_  
(Base)

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This message was sent by Flight Commander or Pilot to the Commanding Officer of his next destination prior to take-off on each flight.

WC FORM 2

GO \_\_\_\_\_, \_\_\_\_\_, ATTN: OPERATIONS OFFICER

AIRPLANES WILL ARRIVE YOUR STATION APPROXIMATELY \_\_\_\_\_  
(Number)

HOURS, \_\_\_\_\_, AIRPLANES WILL RUN, \_\_\_\_\_ PASSENGERS  
(Date) (Number) (Number)

AND \_\_\_\_\_ LBS. CARGO WILL BE OFFLOADED, FEESING WILL BE REQUIRED

FOR \_\_\_\_\_ OFFICERS AND \_\_\_\_\_ EN. LODGINGS WILL BE REQUIRED FOR  
(Number) (Number)

\_\_\_\_\_ OFFICERS AND \_\_\_\_\_ EN. ETD \_\_\_\_\_ HOURS \_\_\_\_\_  
(Number) (Number) (Date)

FOR \_\_\_\_\_, PASSENGERS OR EQUIVALENT CARGO CAN BE  
(Destination) (Number)

PICKED UP, INCLUDING PERSONNEL ON LEAVE.

\_\_\_\_\_  
(Pilots Surname)

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MISSION ASSIGNMENT

PROJECT NO. \_\_\_\_\_ MISSION NO. \_\_\_\_\_  
INSTRUCTIONS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

REQUESTED BY \_\_\_\_\_ DATE & TIME \_\_\_\_\_

FLIGHT DATA: Distance (origin to dest.) \_\_\_\_\_ Gas \_\_\_\_\_

No. Passengers Per Plane \_\_\_\_\_ No. Planes \_\_\_\_\_

ASSIGNMENT: Base \_\_\_\_\_ No. Planes \_\_\_\_\_ Type \_\_\_\_\_

Take-off to Arrive \_\_\_\_\_ Date & Time \_\_\_\_\_

Pick up \_\_\_\_\_ Passengers and \_\_\_\_\_ Take-off \_\_\_\_\_ and Proceed

To \_\_\_\_\_ With Load. From There \_\_\_\_\_

Assigned By \_\_\_\_\_ Date & Time \_\_\_\_\_

SPECIAL INSTRUCTIONS, \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ENROUTE INSTRUCTIONS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

REMARKS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ACTUAL TIME TAKE-OFF \_\_\_\_\_ DATE \_\_\_\_\_

RON'S RECEIVED \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DATE MISSION COMPLETED \_\_\_\_\_  
\_\_\_\_\_

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STATION CONTROLLER'S  
AIRPLANE STATUS REPORT

STATION \_\_\_\_\_ DATE \_\_\_\_\_ TIME \_\_\_\_\_

AIRCRAFT STATUS

Number of Planes assigned \_\_\_\_\_ C46's \_\_\_\_\_ C47's \_\_\_\_\_  
Number of planes in readiness \_\_\_\_\_ C46's \_\_\_\_\_ C-47's \_\_\_\_\_  
Are equal number of crews ready? \_\_\_\_\_ C46's \_\_\_\_\_ C47's \_\_\_\_\_  
Number of additional planes expected in  
readiness within the next six (6) hours \_\_\_\_\_ C46's \_\_\_\_\_ C47's \_\_\_\_\_  
Number of Planes on XC \_\_\_\_\_ C46's \_\_\_\_\_ C47's \_\_\_\_\_

MISSIONS OF XC PLANES

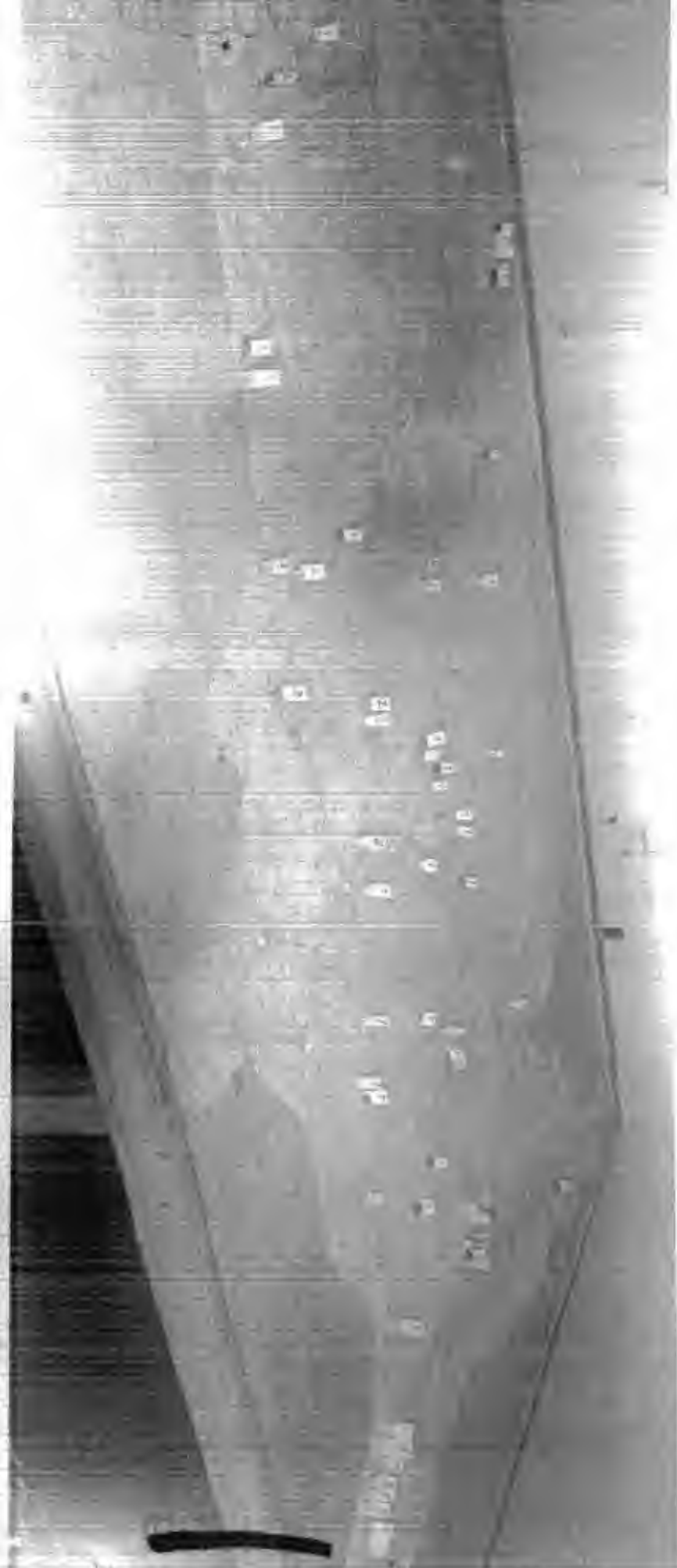
Mission Number

Number of planes

PLANES OUT OF COMMISSION	_____	C-46's _____	C-47's _____
AOCF	_____	C-46's _____	C-47's _____
MAINT	_____	C-46's _____	C-47's _____
OTHER	_____	C-46's _____	C-47's _____

NAME OF STATION CONTROLLER \_\_\_\_\_

RECEIVED BY \_\_\_\_\_





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Army Air Forces  
HEADQUARTERS I TROOP CARRIER COMMAND  
STOUT FIELD, INDIANAPOLIS, INDIANA

TCCT

4 September 1945

SUBJECT: Commendation

TO : Commanding Officer  
61st Troop Carrier Wing  
Sedalia Army Air Field  
Warrensburg, Missouri

1. The successful completion of operation "Wonderful" reflects the highest credit upon all crews and supervisory personnel in the 61st Troop Carrier Wing. Upon very short notice all elements of the 61st Troop Carrier Wing undertook a mission of large scale movement of troops throughout the United States with an outstanding degree of skill and efficiency despite the fact that for many months the sole mission of the command was one of training combat crew members. This achievement is a tribute to the flexibility and determination of the 61st Troop Carrier Wing. Approximately twelve thousand (12,000) troops were carried on long flights without an accident. The accomplishment of operation "Wonderful" was vital to the implementation of the post war Air Force program.

2. It is desired that all concerned be commended for their part in this accomplishment.

/s/ Paul L. Williams  
/T/ PAUL L. WILLIAMS  
Major General, U.S.A.  
Commanding

CERTIFIED A TRUE COPY:

*John W. Dickens*  
JOHN W. DICKENS,  
CAPT., Air Corps.

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DIRECTOR  
OF  
SUPPLY AND MAINTENANCE

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During this period the Supply and Maintenance Section continued its function of making supervisory visits to the CCT Stations, and as a part of the AFTCC Redeployment Implementing Team and still later in the accomplishment of the project "Wonderful". Lieutenant Colonel Charles A. Nott remained as the Director of this section during the entire period.

Supervisory Visits to CCTS

During the course of the regular supervisory visits to the Combat Crew Training Stations the following recommendations were made:

- a. It was recommended that an SOP be immediately established and published which will insure that only qualified personnel will be authorized to remove, repair, adjust, or install aircraft engine carburetors.
- b. It was recommended that a Base Memorandum or Regulation be published at earliest practicable date which will require formations and roll calls at the beginning and end of duty period by Officers and NCO'S in charge of the many departments to which military personnel are assigned for duty.
- c. Recommended that a policy be announced which will permit promotions of deserving enlisted men when vacancies in a department are created by reduction in grade of NCO's by reduction board.
- d. Recommended that a Branch Motor Pool "on the line" be placed in operation at earliest practicable date.
- e. It was recommended that Maintenance Supervisory personnel continue to require strict compliance with Sec III, Technical

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Order No. 02-1-29 by all personnel in the ground operation of aircraft engines.

f. It was recommended that maximum effort be maintained in accomplishment of Technical Order Compliance Directives and that required Production Inspection and Flight Line Maintenance records be reconciled and kept up to date by activities concerned.

g. Recommended that a three shift schedule for Flight Line Maintenance activities be inaugurated at the earliest practicable date. It is considered most advisable to assign an equal number of personnel on each shift and to periodically rotate each shift. Careful consideration should be given to equal distribution of qualified Officer and enlisted personnel on all shifts to insure that accomplished maintenance meets required standards. It is believed that utilization of this system will increase the AAA figure sufficiently to meet daily requirements of Operations and Training and proper scheduling of prescribed maintenance by Production Control.

h. Recommended that aircraft maintenance supervisory personnel be required to study and comply with the principles of the Personnel Management Program in order to obtain maximum number of productive hours from each assigned Officer, enlisted man or civilian employee during each scheduled duty period.

Supervisory Visits To Redeployment Stations.

This section accompanied the rest of the Wing Staff in all supervisory visits to the Redeployment Bases. During the course of these visits the following recommendations were made:

a. Recommend that higher authority be informed in detail.

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concerning all actions taken by other Army Air Force activities incident to the removal from all buildings and shipment of equipment and property from the stations.

b. Requested detailed break-down of training assembly items of supply and equipment requisitioned by AFTCC for shipment to the stations be furnished at the earliest practicable date, in order to permit proper compliance with paragraph five (5) AFTCC Memorandum 65-26, dated 1 July 1945.

c. Recommended that AFTCC Personnel Section authorize immediate reemployment of former employees in pay and grades held by them at the time of separation "At the convenience of the Government".

d. Recommended that AFTCC authorize utilization of military personnel to fill civilian position vacancies in comparable MOS numbers in view of the low population and non availability of technically trained civilian personnel in area of Marfa AAFld.

Foreign Matter in Gasoline

A matter of special interest and concern of this section and each of the CCT Stations was the finding of foreign matter in the gasoline of several aircraft at George Field. After an intensive investigation it was determined that the foreign matter came from pumps on fuel servicing units, which were not being operated in accordance with current directives. It was found that by following pertinent T.O.'s the trouble was eliminated. This information was passed on to the other CCT Stations with the hope that it would be the means of avoiding similar troubles.

Establishment of a Branch Motor Pool

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It was recommended at Sedalia AAFld, Bergstrom AAFld, and Blytheville AAFld, that a branch motor pool be established at a central location on the line to permit necessary control and economical operation of special and general purpose vehicles utilized by aircraft maintenance. The purpose of this recommendation was to reduce productive mileage, conserve tires and fuel, and promote more efficient use of vehicles.

Pratt and Whitney Representative Visit Field

On 22 July 1945 Mr. MacClain, formerly Chief Test Pilot of Pratt and Whitney Aircraft Corporation, East Hartford, Connecticut, arrived at this headquarters to discuss operation technique and procedures of Pratt and Whitney R-2800 engines. Informal Conferences were held with FLM Engineering Officers and supervisory personnel of SAAFld, in which emphasis was placed on carburetor settings, spark plugs, elimination of miscellaneous ignition troubles and starting problems on the line. Aircraft engineering subjects included in the CIS Courses were discussed with the Instructors of the Central Instructors School, at Sedalia AAFld.

On 8 August Mr. MacClain accompanied by Mr. Cutting, of P & W, returned to this headquarters for the purpose of repeating the same type of informal discussions and lectures. Mr. Cutting is in charge of preparing operation procedures for all Pratt & Whitney engines.

Results of these visits indicated a reduction in the starting, spark plug, and ignition problems on the CCT Station under the general supervision of this headquarters.



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Supply Problems of Project "Wonderful"

With the beginning of the Project "Wonderful" it was felt that Supply and Maintenance would play an important part in the accomplishment of the mission. One of the major problems which arose was the reduction in station stock levels of critical items due to requirements for overseas shipments. It was determined that overseas shipments of these items would still have number one priority and that station stock levels on certain critical items would be somewhat reduced. Information received from AFTCC indicated that procurement of spares on transport aircraft would continue and that ATSC would expedite action to furnish AOCF items. The following day this section was notified by the A-4 section AFTCC, that ATSC had authorized "blue streak" action on AOCF aircraft parts and repair items for assemblies for aircraft scheduled to be used in this project.

In view of the large number of flying hours anticipated for this project a check was made by this section to determine the number of engine changes required on the CCTS and the ability of the stations to meet their own requirements and to assist other stations if necessary. It was determined that each station would be able to handle their anticipated number of engine changes.

Upon the completion of this project no serious Supply and Maintenance problems were encountered and the project had been accomplished in a smooth and orderly manner.

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ABBREVIATIONS

AAA.....Aircraft Actually Available  
AACCS.....Army Airways Communication System  
AAF.....Army Air Forces  
AAFld.....Army Air Field  
AFTCC.....Air Forces Troop Carrier Command  
AACP.....Aircraft Out of Commission for Parts  
ATSC.....Air Technical Service Command  
CAF.....Continental Air Force  
CCT.....Combat Crew Training  
CCTS.....Combat Crew Training Station  
FLM.....Flight Line Maintenance  
O&T.....Operations and Training  
RPM.....Revolutions per Minute  
SO.....Special Order  
SOP.....Standard Operating Procedure  
SSN.....Specification Serial Number  
TC.....Troop Carrier  
VHF.....Very High Frequency  
MOS.....Military Occupational Speciality

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REFERENCE NUMBERS

1. Ltr, AFTCC, Subj: Wing and Base Commander Instructions, Re-deployment Stations, dated 20 July 45, File TCCCT.
2. Ltr, AFTCC, Subj: Functions of the 61st Troop Carrier Wing, dated 18 August 45, File TCCCG.
3. Ltr, 61st TC Wing, Subj: Functions of the 61st Troop Carrier Wing, dated 21 August 45, File 332.082; and 1st Ind, AFTCC, dated 29 August 45.
4. Functional Organization Chart, Troop Carrier Inspection and Survey Wing, dated 1 April 45.
5. Ltr, AFTCC, Subj: Wing and Base Commander Instructions, Re-deployment Stations, dated 20 July 45, File TCCCT.
6. Ltr, AFTCC, Subj: Commendation, dated 4 September 45, File TCCT.
7. SO No. 61, Par 1, 61st TC Wing, dated 23 July 45.
8. SO No. 153, Par 4, 78th Flying Training Wing, dated 27 June 45; and SO No. 60, Par 2, 61st TC Wing, dated 17 July 45.
9. SO No. 61, Par 1, 61st TC Wing, dated 23 July 45.
10. SO No. 67, Par 2, 61st TC Wing, dated 7 August 45.
11. SO No. 219, Par 9, George Field, Lawrenceville, Illinois, dated 5 August 45.
12. SO No. 196, Par 26, Sedalia AAFld, Warrensburg, Missouri, dated 7 August 45; and SO No. 68, Par 3, 61st TC Wing, dated 9 August 45.
13. SO No. 229, Par 2, Stout Field, Indianapolis, Indiana, dated 20 August 45; and SO No. 75, Par 4, 61st TC Wing, dated 23 August 45.
14. SO No. 71, Par 3, 61st TC Wing, dated 17 August 45.
15. SO No. 75, Par 3, 61st TC Wing, dated 23 August 45.
16. SO No. 73, Par 2, 61st TC Wing, dated 20 August 45.
17. SO No. 75, Par 1, 61st TC Wing, dated 23 August 45.
18. SO No. 75, Par 2, 61st TC Wing, dated 23 August 45.

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19. SO No. 207, Par 29, Bergstrom Field, Austin, Texas 30 August 45.
20. Formal Report of Periodic Supervisory Visit to Blytheville AAFld, Blytheville, Arkansas, 16 and 17 July 45.
21. Formal Report of Periodic Supervisory Visit to Sedalia AAFld, Warrensburg, Missouri, 9 and 10 August 45.
22. Ltr, AFTCC, Subj: Wing and Base Commander Instructions, Redeployment Stations, dated 20 July 45, File TCCCT.
23. Formal Report of Periodic Supervisory Visit to Alliance AAFld, Alliance, Nebraska, 19 and 20 July 45.
24. Ltr, AFTCC, Subj: Functions of the 61st Troop Carrier Wing, dated 18 August 45, File TCCCG.
25. Formal Report of Periodic Supervisory Visit to George Field, Lawrenceville, Illinois, 26 and 27 July 45.
26. Formal Report of Periodic Supervisory Visit to Sedalia AAFld, Warrensburg, Missouri, 9 and 10 August 45.
27. Formal Report of Periodic Supervisory Visit to Blytheville AAFld, Blytheville, Arkansas, 16 and 17 July 45.
28. Formal Report of Periodic Supervisory Visit to Alliance AAFld, Alliance, Nebraska, 19 and 20 July 45.
29. Formal Report of Periodic Supervisory Visit to Kellogg AAFld, Battle Creek, Michigan, 24 and 25 July 1945.
30. Ltr, 61st TC Wing, Subj: VHF Channel Standardization, dated 7 July 45.
31. IWX Message, CT 1108, To: CO 61st TC Wing, From: AFTCC.

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